



CALIFORNIA'S HIGH-SPEED TRAIN REGIONAL ALIGNMENT AND STATION OPTIONS

BAY AREA TO CENTRAL VALLEY

The Draft Program EIR/EIS identifies all alignment and station options for the proposed 700-mile-long high-speed train system. Below is a brief overview of the options under consideration for connecting the Bay Area with the Central Valley.

SAN FRANCISCO TO SAN JOSE (Map 1)

For high-speed train service along the San Francisco Peninsula, sharing track with an improved Caltrain is the only feasible choice for a direct link. Traveling 48 miles in less than 30 minutes, this high-speed route increases connectivity and accessibility to San Francisco, the Peninsula and SFO.

Potential station locations:

There are a number of potential station locations that have been investigated along the Caltrain alignment between San Francisco and San Jose. The Authority could decide both the appropriate number of stations along the Peninsula and the preferred location for those stations.

- Downtown San Francisco Terminus: Transbay Terminal or 4th and King
- Mid-Peninsula Station: Palo Alto or Redwood City
- Airport Connector Stations: Millbrae (SFO) and Santa Clara (San Jose International Airport)

OAKLAND TO SAN JOSE (Map 2)

The Oakland to San Jose alignment options would bring high-speed train service to the East Bay and would upgrade the existing Capitol rail service.

The two alignment options are:

1. The Hayward Alignment/I-880 route — from Oakland, traveling south following the UP Hayward line, then transitioning to the median of I-880 at Union City to San Jose. Between Fremont and San Jose, much of this route will be an aerial structure in the freeway median.

This option offers the shortest route, the fastest travel time (25 minutes), and the highest ridership and revenue potential of the East Bay options.
2. The Hayward/ Niles/Mulford Line — uses the “Hayward Line” freight railroad right-of-way, also used by the “Capitol” Amtrak service, between Oakland and Union City. From Oakland, the alignment travels south along UP lines.

This route is used by the Capitol intercity passenger rail service and provides connectivity and potential partnerships with the Capitol service.

Potential station locations:

There are a number of potential station locations that have been investigated between Oakland and San Jose. The Authority could decide both the appropriate number of stations along the East Bay and the preferred location for those stations.

- Downtown Oakland Terminus: West Oakland or 12th Street/City Center
- Oakland Airport Connector Station: Coliseum BART Station
- Southern Alameda County Station: Union City or Fremont (Auto Mall Parkway)

SAN JOSE TO MERCED (Map 3)

From San Jose to Merced the system must cross the mountains that separate the Central Valley from the Bay Area, one of the most difficult geographic encounters of the high-speed train system.

There are two corridor alternatives between San Jose and Merced. Both require new rights-of-way through the mountains and will use Caltrans right-of-way into Diridon Station in San Jose. They are:

1. The Diablo Range Direct, consisting of three alignment options: the northern tunnel, tunnel under park and minimized tunnel.
2. The Pacheco Pass consisting of two options: Gilroy and Gilroy Bypass.

The Diablo Range Direct Alignment begins at the existing San Jose Diridon Station, heads south on the Caltrain/UP railroad just north of I-85, turns east through the Diablo Range to the San Joaquin Valley to reach Merced near Castle Air Force Base. This alignment is shorter and offers faster travel times from Sacramento to the Bay Area than the Pacheco Pass alignment.

Pacheco Pass via Gilroy Alignment would extend south along the Caltrain/UP rail corridor through the Pacheco Pass to San Joaquin Valley to Merced. It requires less tunneling than the other options.

The Morgan Hill/Pacheco Pass Gilroy Bypass Alignment extends south along the Caltrain/UP corridor through the Pacheco Pass to Merced. This alignment is four miles shorter than the Gilroy alignment. Travel times and costs would be slightly improved but there is a reduction in connectivity and accessibility to the region and Gilroy could not be served.

Potential station locations:

There are several potential station locations that have been investigated between San Jose and Merced. The Authority could decide both the appropriate number of stations between San Jose and Merced and the preferred location for those stations.

- Downtown San Jose Terminus: Diridon Station
- Southern Santa Clara County Station: Morgan Hill or Gilroy
- Los Banos Station

Visit the California High-Speed Rail Authority Web site at
www.cahighspeedrail.ca.gov
for a complete look at proposed alignments and stations,
to download a copy of the Draft Program EIR/EIS,
or for a listing of libraries carrying a hard copy of the
Draft Program EIR/EIS.